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Steady Lift

SFO airport expansion hits cruising speed with signing of project agreement

Photo by Steve Maier
FOR THE
Good &
Welfare
By Tom Stapleton
Business Manager

An investigative report this month by the Los Angeles Times reveals the Assembly GOP caucus members for what they really are—disgusting, hypocritical sleazeballs.

According to the LA Times, the new Republican leaders of the Assembly, after promising to slash costs, “have showered millions of dollars in pay increases on hundreds of staff members during the past 1 1/2 years.

“In control of the Assembly for the first time in a quarter of a century, the Republicans used their power over the purse strings to bestow raises averaging in excess of 30% on more than 300 staffers, according to a Times analysis of payroll data.”

For example, Insurance Committee Chairman David Knowles (R-Placerville) gave 11 members of his personal and committee staff pay increases averaging 40%. Many increases were retroactive, including one to a committee consultant who received 10 months of back pay.

Transportation Committee Chairman Larry Bowler (R-Elk Grove) rewarded six staffers with two back-to-back pay hikes this year. One committee aide got raises of 12% and 32% in a two-month span.

After assuming the speakership in January, Assemblyman Curt Pringle of Garden Grove handed out pay increases ranging from 10% to 47% to eight of his personal staff—five without any change in job title.

Assemblyman Bill Hoge (R-Pasadena) boosted the gross pay of six aides by an average of more than 50%. In March, his district director received his third raise since 1994—a 50% increase, bringing his salary to $72,000 a year, and the increase was made retroactive 3 1/2 months, providing another $7,000.

This is the same guy who in December 1994 said he was “outraged,” when Democratic leaders gave raises of 5% to 10% to 41 staffers.

These, mind you, are the same folks who sneer at the so-called “excessive” wage rates of union construction workers—and vow to solve the problem by slashing the state’s prevailing wage rate.

These are the same upstanding citizens who support Governor Wilson’s continued failure to bar contractors out of town.

These are the same good Samaritans who want to contract out every public service the state is supposed to do to low-paid, non-union workers who have no hope of ever getting a decent salary or basic medical benefits to cover their families.

Don’t you think it’s high time we run these carpetbaggers out of town?

NOTICE FROM THE S.E.L.E.C. DEPT.

Black “Dog-Eat-Dog” T-shirts have been sold out.

There are only a limited number of tan “Dog-Eat-Dog” shirts available, in sizes XL and XXL only.

Use the form from last month’s issue to order your shirts.

But hurry! Supply is running out!

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Printed on Recycled Paper
A successful 1996 LLB Golf Tournament

Tracy Latino of the Leukemia Society of America and Assemblyman Joe Baca (D-San Bernardino) hold a check for $10,000, the initial donation from the May 23 Legislative, Labor and Business Golf Tournament fundraiser at the Rancho Murieta Country Club. Accompanying Latino and Baca are from left: Local 3 Director of Public Relations & Political Action Jim Earp, LLB Honoree Dave McCosker of Independent Construction Co., Business Manager Tom Stapleton and Tim Cremins, research and education director for the California-Nevada Conference. The event raised a total of about $25,000.

UNION NEWS

New life for Santa Clara County’s 1/2-cent transit sales tax measure

Santa Clara County’s half-cent transportation sales tax that was struck down last September by the California Supreme Court may get a new life if a coalition of county business leaders succeeds at getting the measure put on the November ballot.

The state’s high court invalidated Measure A, approved by voters in November 1992, because it didn’t win by the required two-thirds vote. The decision indefinitely delayed millions of dollars in local highway and mass transit projects.

But under the latest plan, sponsored by the Santa Clara Valley Manufacturing Group, the county may be able to circumvent the ruling by having the county supervisors place two measures on the ballot, one that would ask voters to approve the half-cent sales tax and a second advisory measure that would specify which projects would receive the revenue.

By doing it this way, the tax would be considered a “general tax,” which requires only a simple majority vote for approval, as opposed to a “special tax,” which requires a two-thirds majority approval. The advisory measure would then compel — though not require — the supervisors to spend the $115 million in expected new annual sales tax revenue on specific highway and mass transit projects. The supervisors would most likely issue some type of municipal bonds to raise funds for the transportation projects, then use the sales tax revenue to pay off the bond debt.

The legality of such a strategy is uncertain. Is a general tax accompanied by a promise to spend tax proceeds in a specific way tantamount to a special tax? The good news is that the coalition is working closely with the Howard Jarvis Taxpayers’ Association, the group that persuaded the state Supreme Court to overturn Measure A.

Voters given ‘tunnel or nothing’ solution for Devils Slide

San Mateo County voters will decide on a “tunnel or nothing” solution for Devils Slide come election day. Two citizens groups — the Citizens Alliance for the Tunnel Solution and Save Our Coast — have gathered more than enough signatures to place the issue on the county’s November 5 general election ballot.

Measure T, if passed by more than 50 percent of voters, would amend the county coastal plan to mandate a tunnel as the only possible replacement for Devil’s Slide, a geologically unstable cliff section of Hwy. 1 between Pacifica and Half Moon Bay that’s had to be closed numerous times over the past several years because of rockslides.

For more than three decades, Caltrans, with support from the San Mateo County Building Trades, has wanted to build an $84 million 4.2-mile two-lane inland bypass that would cut through McNee Ranch State Park. But local environmentalists have blocked the bypass project through an endless series of lawsuits. Once the final lawsuit was settled in favor of the bypass, tunnel supporters took the issue to the public.

Even if voters approve Measure T there’s no guarantee funding would be available for the project. The tunnel would cost an estimated $120 million and cost an additional $600,000 a year to ventilate and keep clear of stalls and accidents. The bypass, meanwhile, has received all approvals and is fully funded. A $2.6 million tunnel feasibility study, which will provide more details about the tunnel’s cost and construction, is expected to be completed in October.
Taking it to the streets

Grassroots involvement key to winning back control of the Legislature

When 15,000 construction union workers converged on Sacramento on Valentine’s Day to vent their frustration at politicians trying to slash their wages, it was a wake-up call for Assembly Republicans peeping out their office windows at the mass rally.

These politicians, still arrogant in the wake of their 1994 election victories, are beginning to realize that all their legislative attempts to kill off labor unions are actually doing just the opposite.

They have awakened a dragon that has been sleeping far too long.

“The 1994 election put working people against the ropes,” Local 3 Business Manager Tom Stapleton said. “Our choice was to either stand there and get knocked out or fight back. We’ve decided to fight back.”

There is good reason for an all-out street fight. In the past year, Assembly Republicans, with their hair-splitting 41-39 majority, have dealt a series of body blows against working men and women that would have given them the victory bell if there had not been a Democratic majority in the Senate to keep their bills from reaching Governor Wilson’s desk. Here is a small sample of what Assembly Republicans have dished out:

- **Prevailing Wage** – an armful of bills that would slash prevailing wage rates on publicly funded construction projects. If passed, these bills would put many union contractors out of business and force building trades unions to accept collective bargaining agreements with major wage and benefit cuts.

- **Corporate Welfare** – A dozen bills that would dole out over $3 billion in tax breaks for big business and the wealthy were passed out of the Assembly after all 41 Republicans voted for them.

- **Eight-hour Day** – AB 398 would allow employers to force employees to work over eight hours a day without receiving overtime pay. This bill was passed out of the Assembly with support from 40 Republican Assembly members.

- **Corporate Liability** – AB 675 makes it virtually impossible for the courts to hold a corporation or manager criminally liable when they are responsible for the death or injury of an employee. All 41 Republicans voted YES on this bill.

- **Worker Safety** – Seven different bills would make it harder for workers to receive worker’s compensation or limit the amount of coverage available to those injured on the job. All of these bills were passed out of the Assembly with unanimous support from the Republican caucus.

For lack of 10,000 votes

What really makes you cringe is the realization that all this heartburn could have been avoided if a mere 10,000 more Democrats would have voted in 1994.

Yes, it’s a sad fact. The difference between the 39 Democratic seats we have now in the Assembly and the 44 seats we had prior to November 1994 was decided by fewer than 10,000 votes spread over five key districts.

It doesn’t take a rocket scientist to figure out what labor’s job is in 1996. We need to come up with those 10,000 extra votes plus some for good measure.

“I think our members are finally beginning to understand that it really does matter whether running things in Congress and in our state Legislature,” Stapleton said. “For years we warned our members that if our political foes ever took control, it would impact their jobs, but it’s hard to believe it when you haven’t personally experienced it. Now our people are beginning to see what happens when they let their pocketbook take a back seat to issues like gun control and crime, which our adversaries have used to drive a wedge between unions and their members.”

Labor’s goal in 1996

The number one goal for organized labor in California this year is very clear: Protect the Democratic lead in the state Senate and win back our majority in the Assembly. This will require a different game plan than what labor has used in the past.

After 20 years of Democratic rule in California’s Legislature, labor unions were like athletes who had forgotten how to stay in shape. We were unfit for battle. We were used to going to the Speaker of the Assembly or the Senate Pro Temp and solving our problems in a closed door meeting.

These days are gone. Ironically, the beating we have taken from our political foes this past two years has done us a favor. It is forcing us to go back to what made organized labor strong from the beginning - grassroots involvement of our members.

Ours is only one of a number of unions in California that is completely revamping its political program.
Local 3 has traditionally used its printing operation to provide campaign materials for candidates of our choice. It has been and will continue to be an effective tool for helping our friends and defeating our enemies. But it will no longer be our only tool.

**Mobilizing the rank and file**

If Local 3 is to continue to fight effectively for its members in the political arena, it is critical that our members become more educated and more involved in the political process.

“Our vision of the future is an army of Local 3 members and their families who are willing, able and trained to do the basic volunteer work that ultimately decides elections,” Stapleton explained.

Too many of our members don’t understand the basic truth that every construction job is made possible through politics. There isn’t a home, road, sewer line or office building being built today that hasn’t gone through a long and involved approval process.

The wages our members earn are impacted heavily by wage and hour laws. Occupational safety regulations protect our employees from unsafe work. Workers compensation legislation ensures they receive fair compensation when they are injured on the job.

All these laws are under attack. They will continue to exist only to the degree unions increase their political strength by mobilizing their members to join in the fight.

**Local 3’s action plan**

As the prevailing wage battle heated up last year, it was clear that Local 3 had to step up the fight.

In December, specially called meetings were held in most of Local 3’s districts to bring the membership up to date on who was trying to cut their wages.

A Prevailing Wage Task Force card was circulated and members had the opportunity to fill out one of these cards, indicating their willingness to be a volunteer to help protect the prevailing wage. At the same time, COMET organizing classes began to be taught in all the districts.

These efforts are identifying a core of Local 3 members who indicate a desire to become more involved in their union and in the political process. It is a group that is growing every day and is open to anyone who wants to join (see clip-out coupon below).

**A window of opportunity**

There is an excitement in the air as battle lines are drawn for the November election. Union leaders are meeting as never before to discuss how we can all work more closely together to win.

There will be a great deal of energy spent in building a coordinated organization where all politically active unions throughout the state can pool their resources so that we don’t have a repeat of what happened in 1994.

The questions we all must ask ourselves is: “Will I be part of the solution or part of the problem?” Am I willing to work for my own benefit and the benefit of my fellow union members by getting politically involved?

**Be part of the solution. Get involved now!**

Fill out the card below and send to:

Operating Engineers Local 3
1620 S. Loop Rd.
Alameda, CA 94502-7090
Attn: PAC Program

**Now is the time to translate desire into action.** In March, a basic political action plan was presented to the Executive Board. That program is now underway and involves the following:

**THE PAC PROGRAM**

**#1 Identify key legislative districts for grassroots organizing.**

There are a number of key races throughout Northern California that, if won, will turn the tide in our favor after the November election. Some of these races overlap one another. For example, in the Santa Cruz-Monterey area, Congressman Sam Farr is seeking reelection from the same voters who will also decide who wins the 15th Senate District, and the 27th and 28th Assembly Districts. Obviously, grassroots organizing in this area will yield a very high return, since we can generate support for our key races with one organizing effort.

**#2 Conduct PAC training seminars.**

Every year Local 3 holds Grassroots Committee elections in each district. These rank-and-file members also serve on Local District PAC. Involvement of the PAC members is critical to the success of Local 3’s political action program. The union’s political action plan for 1996 calls for a series of training seminars to educate PAC members on their responsibilities and their role in the union’s political action plan for 1996.

**#3 Map out “precinct captain” program in targeted legislative districts.**

The key to Local 3’s grassroots program will be to form rank-and-file members to serve as “precinct captains” in their home neighborhoods. Precinct captains will help residents in their neighborhood to register to vote. They will have the opportunity to work on phone banks, deliver campaign materials, assist in absentee ballot application drives and get-out-the-vote drives on election day. Each District PAC has been provided information to help them recruit members to be volunteer precinct captains.

**#4 Political grass-roots training for rank-and-file precinct captains.**

Members who volunteer as precinct captains will not be left on their own. During the summer months, a series of training sessions will be held throughout Northern California to provide precinct captains with all the information they need to know on how to do their jobs.

**#5 Voter registration drive**

A significant percentage of Local 3 members are not currently registered to vote. One of the primary functions of Local 3’s precinct captains will be to help get these members and their families registered to vote. Precinct captains will also have the opportunity to assist in other voter registration drives conducted by the Democratic Party.

**#7 Absentee ballot drive**

The demands of working in the construction industry frequently make it very difficult for Local 3 members to get to the polls on election day. Many members are discovering the advantage of using absentee ballots, which allow them to vote in the comfort of their own homes at a time that is convenient for them.

**#8 Campaign support**

As the election season heats up after Labor Day, Local 3 will be working closely with many of the key candidates and encouraging rank-and-file members to use their precinct skills to assist these campaigns.

**#9 Get out the vote**

If all comes together on Election Day, everything we’ve done up to this point will be of little value if we don’t make a difference in getting sympathetically voted to the polls.

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**JOIN LOCAL 3’S TASK FORCE**

**YES, I want to do my part to help Local 3 protect my wages and benefits. By filling out this card, I agree to be a volunteer member of Local 3’s Political Action Program.**

Name ____________________________

Unit, Sec. No. ______________________

Address __________________________

City, State, Zip _____________________

Phone Number ____________________

Status: ☐ Retired ☐ Construction ☐ Other ______________________

Signature ________________________

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**June 1995/Engineers News** 5
Local 3’s Construction Organizing Membership Education and Training (COMET) program moved from the classroom to grass-roots action in early March when about 150 local trade unionists, including close to 90 from Local 3, crushed a campaign in Lodi, Calif., to repeal prevailing wages.

They jammed the Lodi City Council chambers March 6 to protest a proposal to turn the Central Valley community of about 53,000 into a charter city for the sole purpose of repealing prevailing wages on city-financed public works projects.

Lodi is currently a general-law city, meaning its legal authority comes from the state constitution. By becoming a charter city, which requires city council and voter approval, Lodi could establish its own laws in areas not superseded by state authority, including repealing local prevailing wages. With upwards of $20 million in public works projects planned for the next five years, charter city proponents, like councilman Jack Sieglock, saw repealing prevailing wages as a way to save the city a few easy bucks.

But in politics timing is everything, and in the Lodi case Local 3 had an advantage. Just a week before, on February 27 and 28, 30 Local 3 members who attended the city council meeting had completed a COMET I course in which they received training on the importance of supporting the union’s organizing and political action programs.

Since launching the COMET program last fall, the union has trained over 500 Local 3 members in a series of easy-to-follow six-hour seminars that focus on how the construction trades can take control of their own destiny through intense grass-roots organizing and strong political action.

After each seminar, the district representative gives a short presentation on how COMET graduates can get directly involved in local projects that will help keep their union strong. In Stockton, stepping the Lodi charter city campaign became a top priority.

The COMET graduates called other Local 3 members in the Lodi area to educate them about the prevailing wage issue and encouraged them to attend the March 6 meeting. COMET members also urged local union employers to write opposition letters to the city council. The union followed up by sending a one page letter to Lodi members from Business Manager Tom Stapleton emphasizing the need to attend the meeting. Of the 120 Local 3 members living in Lodi, an impressive 87 attended the meeting.

Local 3 member Jane Lea, told the city council that prevailing wages are her livelihood. “The prevailing rate allows me to pay child care costs for my two children while I’m working,” she said. “It also allowed me to buy a home.”

Local 3 retiree Tony Cardoza told the council he’s been able to enjoy a good retirement because of prevailing wages. “It used to be a working guy would retire broke at age 70. His family would have to take care of him. Do you want to turn back the clock?” he asked.

The city council was so overwhelmed by labor’s vehement opposition to the proposal it voted unanimously that evening to shelve the idea. Even Sieglock threw up his hands in defeat at the conclusion of the 1½-hour-long public hearing and made a motion to drop the issue, admitting that there wasn’t a single person in the audience in favor of the proposal.

In the days following the victory, Local 3 members concluded that COMET indeed made the difference. “With COMET we were able to organize and network,” Lea told Engineers News. “The class generated enthusiasm; it gave me a whole new perspective on what Local 3’s organizing and political action program is all about. I think if we had not shown up in force at the meeting, the proposal would have passed.”

Mike Halloran, a third-step apprentice and COMET graduate, also spoke at the council meeting. Halloran convinced 15 other Local 3 members to attend the meeting.

“The COMET class helped me understand why we need to keep our wages and maintain our high productivity. I can now see how fragile our system is and how we have to protect it. I learned that just going to union meetings isn’t enough. COMET made me realize how close to the edge we really are, how much of a threat really exists out there.”

If you want to take an active role in improving your union’s strength, contact your district office and ask about COMET. The seminars are available to members as needed and at just about any time, including weekends or evenings. At least 15 participants are required. Short introductory COMET seminars, to be given at lunchtime at the jobsite, are also available. COMET II, training our members to be organizers, is also available for COMET I graduates.
House gives millions of American families a pay raise

By a 281-144 vote, House approves raising federal minimum wage 90 cents by July 1997

After years of stagnant and falling wages, some 3.7 million Americans who work for minimum wage came a step closer to finally getting a pay raise.

On May 23, the House of Representatives approved HR 1227, a bill that raises the federal minimum wage from $4.25 to $5.15 per hour by July 1997. The bill, which passed 281-144, is now moving through the Senate.

Conservative Republicans tried -- but failed -- to include in HR 1227 an amendment sponsored by William F. Goodling (R-Pa.), that would have excluded businesses with $500,000 or less in gross annual sales from the federal minimum wage and overtime provisions of federal labor law. The House rejected this version 196-229.

The House, unfortunately, did agree to another Goodling amendment that takes the entire cost of the wage increase from employees' tips. The amendment also provides an overtime exception for above-the-minimum-wage computer workers and a 90-day subminimum wage for workers 20 years old and younger. The AFL-CIO will lobby hard to remove those provisions from the Senate version.

Former Senate Majority Leader Bob Dole, who had attempted to block the bill in May, predicted the Senate would approve the minimum wage increase, but with strings attached. The Senate version, which could come up for a floor vote as early as mid-June, may include amendments that would weaken current federal labor law, such as a provision to repeal President Clinton's ban on permanent striker replacement by federal contractors.

The wage issue has become one of labor's top legislative priorities because the federal minimum wage has remained at $4.25 per hour since April 1991. Since then, inflation has eaten away the wage's purchasing power by 30 cents per hour, thus putting the wage's purchasing power at a 40-year low.

A full-time worker at the minimum wage earns $8,840 a year. According to the U.S. Department of Health and Human Services, survival at poverty level today requires an income of $12,590 for a family of three. A full-time worker would need an hourly wage of $6.05 to support a family of three above the poverty line. The minimum wage is now so low that many workers qualify for food stamps and welfare to supplement their pay.

The minimum wage debate is also a serious women's issue. Nearly two-thirds of those earning the minimum wage are women. Almost 1.8 million single or divorced women subsist on $4.25 an hour or less. All told, one in 13 women work for rock bottom wages compared to one in 21 men.

On the state level, the Living Wage Act, which would raise California's minimum wage to $5.75 by March 1, 1998, has qualified for the November ballot. The California wage increase, if approved, would go into effect regardless of whether the federal minimum wage is increased.

How your representative voted on minimum wage

Below is a list of how your representative in the U.S. House voted on HR 1227, the bill that raises the federal minimum wage to $4.75 by July 1, 1996 and $5.15 by July 1, 1997. The bill is now pending in the Senate.

Key
R - Voted Right
W - Voted Wrong

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SFO expansion hits cruising speed

As Dillingham begins construction on $600 million international terminal, building trades and airport sign project agreement

The largest public works project in recent Northern California history -- the $2.5 billion San Francisco International Airport expansion -- reached another milestone last month.

As construction moved into high gear on the new $600 million international terminal, the Building and Construction Trades Council of San Mateo County and the San Francisco Airports Commission signed a project agreement covering about 3,500 construction workers from the various crafts who are or will work on this enormous project over the next several years.

The agreement, which includes all the major construction crafts, culminated nearly three years of negotiations with the Airports Commission. Local 3 Business Manager Tom Stapleton signed the agreement on behalf of the Operating Engineers at a May 16 ceremony at the United Association of Plumbers and Steamfitters Local 467 hall in Burlingame.

The signing of the agreement took place almost within earshot of where construction on the airport expansion is humming along nicely. When Engineers News last featured the expansion project in September 1995, Pavex Construction was working on concrete aircraft aprons and Tutor-Saliba Corp. was building a $40 million parking garage across from the United Airlines Maintenance Operations Center.

While those projects wind down, Dillingham Construction is in full swing on sitework and pile driving for the international terminal, which will be located in what is now the approach to the terminal's parking structure. The $21 million pile-driving contract, which will be completed later this summer, involves driving 5,200 piles.

Contracts on the terminal's pile caps and foundation, structural steel and general construction have either been adver-
tised or gone to bid, with construction on the terminal scheduled for completion in early 1999. Bids on contracts on Boarding Area A and G, each providing 12 gates for Boeing 747-400-class aircraft, are also pending and may be awarded soon after Engineers News goes to press. There are also three utility relocation contracts underway, with a fourth out to bid and two more in the design phase.

Still to come are major contracts on the $300 million light-rail shuttle system, $200 million ground transportation center, $40 million multi-story parking garage at the airport entrance, $177 million three-level elevated loop road and upgraded U.S. 101 interchange.

When the new BART extension to SFO is thrown into the construction equation (see update at right), there's going to be plenty of work for a lot of Operating Engineers and other crafts all the way into late 2000, when the entire expansion project is scheduled to be finished.

It appears, at least at the moment, that BART will be extended into the San Francisco International Airport after all. The San Francisco Airports Commission approved last fall a plan to build a BART station at the edge of the new international terminal instead of going underground directly into the terminal. The station will be connected to the terminal through a network of elevators, escalators and moving sidewalks.

BART announced last month that the 7.5-mile link to the airport is now on a fast track to final approval, with a final environmental impact report to be presented to both BART and airport boards June 7.

The latest alignment consists of mostly subway and retained cut from the recently completed Colma Station through South San Francisco to the Tanforan Shopping Center. Shortly after Tanforan the route becomes an aerial trackway over U.S. 101 and into the international terminal. A spur will extend BART from the airport south to Millbrae.

The public will have 10 days to comment on the new EIR before the BART board votes on the plan June 18 and the SamTrans board considers it the following day. The public will have one month starting June 14 to comment on the report to the Federal Transportation Administration, which will make its final decision on the project in August.

Aerial route now planned for SF BART station

At the May 16 signing of the SFO project agreement are from left: Local 3 Business Manager Tom Stapleton, Director of Airports John Martin, San Mateo Co. Building Trades Business Manager Marcy Schultz, District Rep. Don Jones and Business Rep. Pete Fogarty.

Operator and Oakland Grievance Committee member Terry Sandoval moves a pile into position.

With Business Rep. Pete Fogarty, right, are three Dillingham operators (from le): Crane Operator Boyd McBride, Master Mechanic Ray Ducett and Lube Engineer Freddy Myrick.

A Leroy Dick on a Manitowoc 4000

Excavator operator Patrick Murphy of Ranger Pipeline, which is doing utility relocation work.

Loader operator Terry Sandoval.
Crown jewel

Peninsula Crane & Rigging adds 300-ton Demag all-terrain crane to its already impressive fleet

You could see the boom towering above the rooftops from almost a mile away as we approached the headquarters of Peninsula Crane & Rigging in San Jose. Assistant District Rep. Don Incardona and Business Rep. Gilbert Ruiz were taking Engineers News to see the largest telescoping crane in California — the German-made Demag AC665 300-ton all-terrain crane.

Demag had just delivered the new crane to PCR in early April after the rig was displayed at the March CONEXPO-CON/AGG 96 equipment exhibition in Las Vegas. Demag technicians were at PCR making the final tests and adjustment before the crane was dispatched into the field for the first time, to National Semiconductor in Sunnyvale on May 17.

What's really impressive about this crane is the 190-foot five section, full-powered main boom and self-erecting 213-foot luffing jib boom, which uses pendant bars instead of ropes. The crane has the ability to operate with 367 feet of combined main and luffing jib booms at a 60-degree main boom angle and up to a 282-foot radius.

The AC665 is also unique in that it is Demag's first AC-series crane to be powered by U.S.-manufactured Cummins engines — a 500 hp N14, six-cylinder diesel and a 200 hp 6BTA, six-cylinder diesel for the superstructure. The Cummins engines -- as opposed to the usual Mercedes Benz engines -- provides several advantages: parts and after-sale service are more convenient and efficient and the engines can meet California's strict pollution control requirements.

The AC665 has a relatively low transport weight, and its self-contained mobility allows the crane to be easily moved from job to job without much disassembly, except counterweight removal, which doesn't require an assist crane.

The crane is also equipped with quick-disconnect systems for the main boom and outriggers that enable the rig to adapt to varying state road regulations and facilitate job site setup. The disconnect system allows the boom's removal or reassembly within 30 minutes.

PCR's Vice President and Operations Manager Stan Alger, whose also a 12-year Local 3 member, says the AC665 will fulfill the company's need for a higher-capacity crane that can operate close to building and in tight work spaces like the refineries.
Being a member, rather than just a customer, is what puts the credit union above banks and S&Ls

One of the biggest advantages of belonging to the credit union, one that underlies all of the rest, is membership itself. When you belong to the credit union, you are not just a customer, you are a member, and that makes a big difference.

Banks operate to maximize the profits of their stockholders and are obliged to do so even when it works to their customers' disadvantage. The credit union, in contrast, is a non-profit financial cooperative where members pool their resources for their mutual advantage.

Since the credit union has no stockholders, it operates solely to benefit its membership. For this reason, our management has a very different attitude towards our members than banks have towards their customers. Bank customers are merely a means to an end -- the end being earning money for stockholders. At the credit union, members are ends in themselves -- the final and basic reason why we exist.

This difference is reflected in virtually every product and service we offer. The credit union provides all of the financial services you will find at commercial institutions. Our members can expect to receive the best possible deal on these services, consistently better than what is available at banks. The credit union offers:

- Convenient checking and savings
- Certificates of deposit
- Money market accounts
- Consumer loans
- VISA credit cards
- ATM cards
- Banking by phone

Banks are great at self-promotion. They do their best to look competitive while hiding charges anywhere they can. They might advertise a low, short-term teaser rate on a home loan or a credit card, free checking with a minimum balance of $5,000, yet over the long haul banks always charge as much as the market will bear -- that's their obligation to the stockholders.

Our obligation is to our members. We offer the highest returns and the lowest rates possible, constrained only by our need to protect the security of our institution and to enhance its financial structure.

Also, we rarely charge our members fees. When we do, it's only when it is necessary to distribute expenses equitably, so that some members don't pay for services they never use. When we charge fees, we list them up-front so our members are never surprised.

Not only does the credit union offer the best deals on a large variety of financial products, we adjust our services to meet the special needs of Local 3 members and their families. Our loan programs, for example, offer low interest loans for virtually any purpose -- real estate, remodeling, automobiles, recreational vehicles, special holiday needs, computers -- usually without points, origination charges, or annual fees.

When our members apply for loans, we recognize that they may have unique financial circumstances. We understand, for instance, that union construction work is sometimes seasonal or that our members often work for more than one employer in a single year. These are the facts of union life, and we adapt our loan requirements to accommodate them. We try to be just as helpful and flexible with all our products and services.

To give you an idea of our success, the credit union has opened several branches over the past few years, at a time when many banks are closing offices and cutting services. Unlike banks, which can recruit their customers from the public at large, our pool of potential members is limited. The fact that we have now expanded to 18 branches indicates how valuable credit union membership is to so many Local 3 members.

If you are not already a member, consider making the switch. All it takes is a deposit of $5 or more into a regular savings account and you'll have immediate access to all the credit union's valuable products and services.

Don't let union busters get away with it. Don't buy USA TODAY!
The largest group of retirees in Local 3 history received their 50-year gold watches at the June 1 retiree picnic at Rancho Murieta. Of the 174 50-year members this year, 45 proudly picked up their watches during a brief ceremony at the picnic, including Business Manager Tom Stapleton. The remaining 125 retirees will receive their watches at the July 13 semi-annual meeting in San Francisco, their district meeting or at home. Congratulations to all watch recipients for their years of dedicated service and contribution to the union.

An estimated 2,500 retirees and their guests enjoyed, under perfect spring weather, the usual lunch of cross-rib roast, beans, salad, dinner rolls and all the beer and soft drinks a person could consume.

A special thanks to the RMTC and Local 3 staffs for their help in planning and carrying out the picnic.

1 - Juanita Carter, in her 25th year as a cook at Rancho Murieta, stirs the famous retiree picnic beans. 2 - RMTJ Training Manager Steve Stromgren (with shovel) helps pull a rack of rib roast from the barbecue pit along with RMTJ Director Ray Helmick, left, and instructor Dave DeWilde, middle. 3 - Apprenticeship coordinator Jim Fagundes, left, and RMTC instructors slice the meat. 4 - Business Rep. Jay Bosley, right, serves retiree Abe Koop a generous slab of rib roast. 5 - All six of these retirees - from left Oscar Barnes, Al Pesetti, Frank Loquid, Dan Street, Daryl Doyle, and Paul Street - all worked together for Gordon Ball on the California Aqueduct. 6 - Bill McDonough has collected every Local 3 year pin since 1966. Also contained in the collection are Bill's 25-, 30- and 35-year service pins. Bill's wife June, left, designed the framed and mounted the pins. 7 - The Harris family: Erma and Howard E., left, parents of Howard L., right, and great grandparents of 2-year-old Samantha. 8 - Bud Dalton, left, with Bob Swanson, who traveled more than 1,500 miles from Edgar, Neb., to attend the picnic.
A new partnership initiative by the Clinton administration is being launched to help businesses, especially small businesses, prevent alcohol and drug abuse.

The partnership, announced in April, is needed because "small businesses are less likely to provide substance abuse information for employees, to have a written policy on substance abuse, and to provide access to employee assistance programs for drug and alcohol use," said Donna E. Shalala, Secretary of the Department of Health and Human Services (HHS), in announcing the partnership April 12.

"Many smaller businesses often don't have the resources to develop substance abuse prevention programs," Shalala said. "This is where our efforts are needed most."

Construction workers

The initiative was announced at the same time that HHS released a report examining drug and alcohol abuse among American workers. Below are the occupations that have the highest rates of illegal drug use, along with the percentage of workers who admit to using illegal drugs.

- Construction workers (17.3 percent)
- Construction supervisors (17.2 percent)
- Food preparers (16.3 percent)
- Waiters and waitresses (15.4 percent)
- Laborers and helpers (15.1 percent)
- Writers, designers, artists, and athletes (13.1 percent)

The occupations with the highest rate of alcohol abuse listed below.

- All construction (20.6 percent)
- Construction laborers (19.9 percent)
- Laborers and helpers (19.5 percent)
- Auto mechanics (16.3 percent)
- Food preparers (16.3 percent)
- Drivers of light trucks (15.1 percent)

What these figures show is that "we need to do more, and we need to team up with labor and management in a number of industries," Shalala said.

Drug testing

The occupations that impact public safety, including truck drivers, fire fighters and police, have the highest participation in drug testing, the study also showed. Overall, about 43 percent of full-time workers reported being involved in a mandatory drug test in the workplace.

Employers who are interested in getting more information about the federal initiative should call 1-800-WORKPLACE.

Addiction Recovery Program
(800) 562-3277
Hawaii Members Call: (808) 842-4624

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New program to help small employers fight substance abuse

Proper hearing is not only vital to enjoy a normal life, but it also plays an important role in preventing accidents. The Operating Engineers Health & Welfare Trust and the Pensioned Operating Engineers Trust Fund have a preferred provider organization (PPO), called Hearing Aid Care Plan, to dispense hearing aids to members and covered dependents at a negotiated rate.

For hearing aids obtained from Hearing Aid Care Plan providers, the trust fund payment per device is $450. You pay only $100 per device, limited to one device, per ear, every four years. To contact the Hearing Aid Care Plan, call 1-800-322-4327.

For hearing aids obtained from non-preferred providers, the trust fund payment per device is $450 limited to one device per ear every four years. You must pay the balance per device. With an average cost of $960 per device, the difference in your out-of-pocket expense can be substantial.

How claims processing works

I would also like to mention some important points about claims processing for all retirees and active members in Northern California.

Claim forms received in the fund office are first examined to determine whether all pertinent information has been included. Information necessary to process a claim would include fully itemized bills, claim forms, physician's diagnosis, and if you have more than one group plan, the other insurance carrier's payment sheets.

If all information necessary for processing has not been included, the fund office will request this additional information from the employee or the provider of service such as hospital and physicians. The claim will be held until the required information is received.

The fund office requests this information by sending a letter to the employee or the provider of service or both. If you receive a request for additional information, you should attach requested information to this letter and return it to the fund office as soon as possible.

Once all information necessary to process your claim has been received, an Explanation of Benefits statement outlining the fund's benefit determination is sent to you and to the provider of service if benefits are assigned along with any applicable benefit payment.

This Explanation of Benefits will be in a self-mailer, which will be both the envelope and the Explanation of Benefits form. Whenever a payment has been made to your health care provider, the check you will receive will be marked void. This check will provide you with an easy way to determine if payment has been made to your doctor, dentist or other health care provider. When payment is being made directly to you, the check will be made payable to you.
Expiration date change for Hazmat certificates

To comply with changes and new interpretations of state occupational safety and health policies in Nevada, Utah and California, some new procedures are being implemented in those states.

Refresher training must be completed annually and be completed within one year of the expiration date of the last certificate, whether it was an eight-, 24- or 40-hour class. Failure to complete the refresher training within that grace period will require retaking the original training of 24 or 40 hours.

For example, if an employee completes his or her 24- or 40-hour training on June 12, 1994, that certificate would expire on June 12, 1995, and that employee would not be allowed to work on a Hazmat job until completing an eight-hour refresher. If the employee did not take a refresher by June 12, 1996, he or she would be required to retake the 24- or 40-hour class.

Because of these policies we will not be giving refresher interviews. If it has not been two years since your last training, you will be allowed to attend refresher training. If it has been over two years, you will be required to take the original 24- or 40-hour training. These are state policies and these procedures will not be bent. The bottom line is that students will be required to keep aware of the expiration dates of their current certificates.

Hawaii will continue to work under the rules that it has been using in that state. Hawaii is working under the federal policies that stipulates refresher training is to be completed "reasonably close" to the anniversary date of the last training. Students in California and Nevada will have their names removed from that data base once their refresher training has expired.

Definition of a 'qualified person'

The following definitions are found in the Occupational Safety and Health Administration's Construction Standards 29CFR 1926. A brief look at those definitions might be helpful for the purpose of work assignments.

The following are found in 1926.32, definitions:

(d) "Authorized person" means a person approved or assigned by the employer to perform a specific type of duty or duties or to be at a specific location or locations at the jobsite.

(f) "Competent person" means one who is capable of identifying existing or predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees, and who has authorization to take prompt corrective measures to eliminate them.

(i) "Designated person" means "authorized" as defined in paragraph (d) of this section.

(m) "Qualified" means one who, by possession of a recognized degree, certificate, or professional standing, or who by extensive knowledge, training, and experience, has successfully demonstrated his ability to solve or resolve problems relating to subject matter, the work, or the project.

Another section of Subpart C, 1926.20 - General Safety and Health Provisions states the following under (a):

(4) The employer shall permit only those qualified by training or experience to operate equipment or machinery.

Putting those two sections together, a person who is not qualified to operate equipment can be an "authorized person" or a "designated person."

Although a "competent person" is one who has the experience and ability to identify hazards and take actions to correct those hazards, one who is a "competent person" is not necessarily qualified to operate equipment. The only person an employer may assign to operate equipment under the OSHA regulations is the "qualified person." Those two sections should make it clear that the OSHA regulations require an employer to assign only people who are "qualified" as defined by the regulations to operate equipment.

For those employers who need more persuasion concerning the need to assign only qualified people to operate equipment, there is the California Corporate Criminal Liability Act of 1989, sometimes referred to as "Be a Bad Manager, Go to Jail."

One section of this law, Penal Code 387, relates to liability of a manager who conceals danger that is subject to the authority of an appropriate regulatory authority. If a supervisor assigns a person without the experience or qualifications necessary to operate a certain piece of machinery or equipment, the supervisor may be in violation of Penal Code 387.

We are all aware of a number of employers who put just anyone on a piece of equipment just to fill the seat, especially fork-lifts. These machines are so small that anyone should be able to handle them, so the theory goes. If you have ever operated a forklift, you know it takes a certain amount of skill and concentration. But since there are so many running around, and they look easy, companies are assigning anyone to run them. OSHA is aware forklifts are so perceived and because of this perception they require forklift operators to be trained before assignment. It would appear putting someone other than a qualified employee on such equipment may be in violation of the law.

One more thing before I close this article. There are a number of us that have gone to a "competent person" course and, therefore, consider ourselves a competent persons. This is far from the truth. If you do not have both the experience and the authority to take prompt corrective actions, then you are not viewed by OSHA as a competent person, card or not.

"It has excellent safety features. In case of personal injury, it automatically alerts our legal department."
Surveyors show their stuff at Hands-on Competition

This year’s Hands-on Competition was the “competition of competitions,” with a large turnout of participants, employers, union representatives and the Northern California Surveyors Joint Apprenticeship Committee. Everyone seemed to have a great time.

Ken Anderson, our San Jose class instructor and vice president of Mission Engineers in Santa Clara, was the man of the hour. Ken wrote the competition problems, set up the course, put together judging guidelines and, with the exception of the awards barbecue, supervised the entire operation.

The day was a success due in large part to the prize money that Bay Counties Civil Engineers and Land Surveyors Association donated. Local 3 also contributed the jackets, T-shirts and caps. The fabulous awards barbecue was again sponsored by the Law firm of Thornton & Thornton and presented by NCSJAC Administrative Assistant Joanie Thornton, with setup help from Connie McCray.

A project like this requires a lot of help from many of our employers, particularly with equipment and volunteers. The NCSJAC would like to thank the following employers: KCA Engineers, Meridian Technical Services, Worldwide Land Surveys, Mission Engineers, Psomas & Assoc. and Kister, Savio & Rei.

Judges were instructors Ron Norgis, Gene Feickert and Pat O’Connor from Worldwide Land Surveys, Chuck Hendich from MTS, Juan Lovato from Hanna & Hanna, Ken Anderson from Mission Engineers, Floyd Harley from KCA, and employer representatives Pat Rei from Kister, Savio & Rei and Gordon Ray from MTS.

Additional assistance and encouragement was provided by Rob Wise, Local 3’s recording-corresponding secretary, Local 3 Business Rep. Paul Schissler, and Ralph B. Hoyt, executive secretary of Bay Counties Civil Engineers and Land Surveyors Association.

The NCSJAC would also like to thank Dion Griffin of the Harbor Bay Business Park for helping us obtain permission to use the property where the competition was held.

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How GPS got its start

Imagine never being lost again. Better yet, imagine that at the press of a button you can tell not only where you are, but also your altitude, rate of motion and even where you are headed. The good news is that such a system already exists, and better yet it's going to improve even more.

Back in the mid-1970s, the Department of Defense began to place special satellites in orbit around the earth that could be used to provide pinpoint locations of its ships, aircraft and ground troops. Produced by Rockwell International, each satellite weighs about 744 kilograms and is the size of a small van with a large solar panel attached. Besides radio transmitters, each contains two rubium and two cesium atomic clocks and nickel-cadmium battery packs.

The atomic clocks on the satellites are crucial to time radio signals as they bounce back from receivers on earth, yielding accurate distances. When signals from a minimum of four satellites are compared, a precise location can be determined accurate to within a few inches.

Termed the Global Positioning System (GPS), the system now consists of 24 satellites orbiting in six different but precise planes. The 12-hour orbital period allows for their positions in the sky to be fixed for any particular time period.

Because of their life-saving potential, the DOD decided to make the satellite signals available for civilian use. But they incorporated a series of errors so that civilian signals would be limited to an accuracy of 100 meters.

Taking this "selective availability" as a challenge, scientists and researchers sought ways to correct the errors DOD had deliberately incorporated into the civilian system. In 1980, Massachusetts Institute of Technology scientists achieved accuracy of a few millimeters greater than even what DOD thought possible.

The procedure, known as "Differential GPS," is relatively simple: Knowing before hand a precise location on the ground and then examining signals simultaneously from several satellites, civilian GPS systems can achieve an accuracy of within one meter. Scores of commercial companies began to offer software and self-correcting hand-held GPS systems. For a time, DOD kept spending money to further degrade signals to civilians.

In March of this year, acting on advice from the National Academy of Sciences, Vice President Al Gore announced plans to gradually eliminate the imposed inaccuracies. The decision was also promoted by the fact that a Russian system called GLONASS is nearing completion and will not employ encoded signals.

Many companies are working on future GPS applications. Already commercial trucking fleets make use of them to track shipments. Rental cars offer experimental systems that can navigate through unfamiliar cities, while Singapore keeps tabs on thousands of cargo containers in its busy port.

Besides boaters and sportsmen, aircraft pilots are experimenting with new landing systems based on GPS technology. A prototype audio system allows blind individuals to find their way about neighborhoods, while geologists are measuring tectonic shifts and monitoring potential volcanic eruptions.

A bimonthly magazine GPS World, published by Advanstar Communications of Eugene, Ore., keeps track of these burgeoning innovations that are estimated to comprise a $1 billion business by the turn of the century.

Information for this article was obtained from an article by Roger Luckenbach, PhD, published in the Coast Weekly.
Hawaii District responds quickly to oil spill

HONOLULU -- The call came into the Honolulu District hall on the morning of May 14. One hundred Hazmat-trained Operating Engineers were urgently needed to begin cleaning up a major oil spill in Pearl Harbor.

An 8-inch-diameter pipeline owned by Chevron Industries, carrying low-sulfur fuel oil for Hawaii Electric's Waiau and Honolulu power plants, broke and spewed 25,000 gallons of oil into the harbor. The cleanup effort involved soaking up the oil with absorbent pads or absorbent plastic called "pom poms" and "hula skirts." In some cases, rocks had to be tediously cleaned one at a time.

The first wave of 100 Operating Engineers was immediately dispatched to one of the cleanup contractors, Morrison Knudsen. The Hawaii District office signed a project agreement with another company, Triple A, and began sending it another 100-plus Hazmat-trained operators to do cleanup around Ford Island. Not all of the operators, however, were dispatched at once because some did not have 40-hour Hazmat certification.

The need to rush so many Local 3 members through Hazmat training could have been avoided had these members received prior training. The Hawaii JAC has given the 40-hour Hazmat training to about 600 Hawaii members and continues to regularly offer Hazmat classes.

So the district office and the JAC quickly organized two 40-hour Hazmat courses to get those without Hazmat certification trained and dispatched to the cleanup effort as soon as possible. District Representative Adrian Keohokalole contacted the Alameda headquarters and arranged to have the union's computer system remain on line after hours to contact members regarding the 40-hour class. The entire Honolulu office staff worked well into the evening contacting members and offering them the training.

Once the members were contacted, Nelson Umiamaka, the JAC administrator and assistant district representative, took charge of the training. His staff and instructors also worked long hours to give Hawaii members the proper training.

Some companies reportedly dispatched workers without Hazmat training, but Umiamaka insisted that our members' lives would not be jeopardized because of a lack of training. Although the days were long for everyone, Local 3 members received the proper training -- and got the work.

The moral of this story is to get your training when work slows down. As Umiamaka told his classes, "All we have is your skills to sell. Training in all categories gives you more skills." Contact your JAC office and get Hazmat certified. Like first aid and CPR, you never know when you'll need Hazmat certification.
PHOTOS

1. Apprenticeship Coordinator Daniel Nelson, Jr., right, instructs class on Level "C" protection.
2. Local 3 members begin step one of decontamination process.
3. Overview of Hazmat workers removing oil-soaked debris from shoreline.
4. Local 3 members place new absorbing "pom-poms" on the shore at low tide, while placing oil-soaked "pom-poms" into loading bins.
5. Oil-soaked "pom-poms" are transported from rafts to loading bins.
6. Local 3 members hard at work at Ford Island.
7. Standing from left are Business Agents Kalani Mahoe, Colin Kaailee and Frederick M. Keomaka Sr. Kneeling in front are members of a clean-up crew.
SACRAMENTO — As many of you already know, Business Rep. Troy Ruff retired recently. Troy was an effective and dedicated business agent for nearly four years and remains an active union man today. He will be missed by our staff and by many of the members he worked with.

**New business agent**

I would like to take a moment to introduce myself as the new business representative replacing Troy. My name is Richard Taliaferro. I have been an active Local 3 member for the past 10 years and have been on staff in the Sacramento District office for the past two and a half months. My area covers all of Placer and Nevada counties, as well as a small part of Northeastern Sacramento County.

**Work outlook**

The work picture is looking really good this year. Only a few late spring rains, which turned several projects into mud holes and lakes, delayed work a little in May.

In the Roseville area, Land Construction is keeping over 12 operators working at two large subdivisions. Teichert Construction is going full bore on a large subdivision in the same area and has just begun stripping on a $700,000-yard project in the Del Webb area.

Valley Engineering has been working fairly consistently on a large pipeline near Loomis on Taylor Road. Granite Construction has three phases along I-80 from Baxter to just south of Auburn. Shasta Construction was recently awarded the bridge at Pleasant Grove Boulevard in Roseville.

district picnic

All of the agents now have tickets for our annual Sacramento District picnic. If you haven’t purchased your tickets yet, talk to an agent or stop by the hall.

Remember, the June 22 picnic comes a little earlier than last year. Don’t miss out on the food and festivities. Get your tickets now.

Dutra Group, with Local 3 support, launches dredge training program

The Dutra Group has launched its International Dredging Institute in Rio Vista, Calif., which will conduct training for the dredging industry. So far, there has been a very positive response to the first classes.

The institute is concentrating mainly on introductory training with the goal of later adding upgraded training. Although Local 3 is not yet officially a partner in this training program, the union is setting up a trust agreement, eventually making this a labor-management venture. Also, most of the instructors are Local 3 members volunteering their time to better the industry.

Anyone interested in attending the institute should contact Aimi Dutra at (707) 374-6338 or write to P. O. Box 338, Rio Vista, CA, 94571.

Dredging work picture

Dredging throughout Northern California has slowed considerably. Dutra has completed the clamshell portion of the Port of Oakland 42-foot deepening project and moved the Paula Lee and DB #25 to Southern California.

Dutra's new excavator dredge, the Antone, is due to arrive in July or August and will go right to work in Oakland. All of us in the dredging industry are anxiously awaiting the arrival of this new machine, as it is a completely new concept in dredging on the West Coast. Engineers News will cover the Antone's story as it unfolds.

The DB #3, DB #5 and DB #24 have been staying fairly busy and have kept several of our members going. Manson was staying very busy until recently, but things have slowed considerably for the company. There are quite a few jobs coming up for bid, but most still have regulatory hoops to jump through.

Work safely and have a prosperous summer.

Bob Baroni,
Dredging Special Rep.
MEETINGS & ANNOUNCEMENTS

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of May 12, 1996, and have been determined to be eligible for Honorary Membership effective July 1, 1996. They were presented at the May 12, 1996 Executive Board Meeting.

Marvin Barnes ................................... 0732045
Richard Brauch ................................ 1058734
Charles Brashear .............................. 1050100
Jim Coglan ..................................... 0999012
John F. Corpe .................................. 0957008
Denny Denis ..................................... 1040065
William Harlan ................................ 1039906
Earl Haslett .................................... 1005618
Bob Helton ....................................... 1020149
John Hurling .................................... 0506859
Everett Kalama .................................. 1022338
Rez P. Larkin .................................... 0678283
James W. McDonough ...................... 1068077
Richard Menezes .............................. 1068077
Walter Pacheco ............................... 1060370
Victor Siders .................................... 1065123
Ronald Sinden ................................. 0858205
Oscar F. Smith ................................. 1052767
Dale Souder ................. ................. 1022338
Daniel Thomas ............................... 1068008
Joe R. Valenzuela ......................... 1061148
William Whittington ....................... 0950304

*Effective April 1, 1996

SEMI ANNUAL MEETING

ANNOUNCEMENT

Recording-Corresponding Secretary Robert L. Wise has announced that the next Semi-Annual meeting of the membership will be held on Saturday, July 13, 1996, 1:00 p.m. at:

Seafarers International
Union Auditorium
350 Fremont Street
San Francisco, California

Bring your dues card

Recording-Corresponding Secretary Robert L. Wise wishes to remind all members to carry their paid up Local 3 dues card. When attending a semi-annual, quarterly district or specially called meeting of the union, your paid up dues card is proof of your good standing status as a member of IUOE Local 3 and your right to vote in such meetings and/or participate in the business of the union.

DISTRICT MEETINGS

JUNE 1996 (note changes)

6th .... District 20: Concord, CA (7 pm)  
Elks Lodge No. 1994  
2994 Willow Pass Rd., Concord, CA

10th .... District 17: Kona, HI (7 pm)  
Holulani Inn Community Center  
76-677 Maunakea, Holualoa, HI

11th .... District 17: Hilo, HI (7 pm)  
Hilo Hawaiian Hotel  
71 Banyan Drive, Hilo, HI

12th .... District 17: Maui, HI (7 pm)  
Westin Maui Resort  
2400 Wailea Alanui Drive, Wailea, HI

13th .... District 17: Honolulu, HI (7 pm)  
Washington Intermediate School Cafeteria  
1633 South King St., Honolulu, HI

14th .... District 17: Kauai, HI (7 pm)  
Kauai High School Cafeteria  
Lihue, HI

*24th .... Dist. 10: Santa Rosa, CA (8 pm)  
Friedman Center, 4070 Mustay Ave, 
Santa Rosa, CA

25th .... District 90: Freedom, CA (8 pm)  
Veterans of Foreign Wars Hall  
1960 Freedom Blvd., Freedom, CA

JULY 1996 (note changes)

1st .... District 30: Stockton, CA (8 pm)  
Stockton Inn  
4219 E. Waterview Rd., Stockton, CA

*1st .... Dist. 80: Sacramento, CA (8 pm)  
MacDine's Hall  
2149 Sunrise Blvd., Rancho Cordova, CA

*8th .... District 40: Eureka, CA (8 pm)  
Engineers Building  
2900 Broadway, Eureka, CA 95501

*9th .... District 60: Yuba City, CA (8 pm)  
Sutter-Butte Board of Realtors Hall  
1588 Main St., Yuba City, CA

*9th .... District 70: Redding, CA (8 pm)  
Redding Elks Lodge  
590 Elk Dr., Redding, CA

AUGUST 1996

8th .... District 01: S.F., CA (7 pm)  
Seafarers Int. Auditorium  
350 Fremont St., S.F., CA

15th .... District 04: Fairfield, CA (7 pm)  
Engineers Building  
2540 N. Watney Way, Fairfield, CA 94533

22nd .... District 11: Reno, NV (7 pm)  
Engineers Building  
1290 Corporate Bl., Reno, NV 89502

23rd .... Dist. 12: Salt Lake City, UT (7 pm)  
Engineers Building  
1958 W. N. Temple, SLC, UT 84116

29th .... District 50: Fresno, CA (7 pm)  
Laborers' Hall  
5431 East Hedges, Fresno, CA

DEPARTED MEMBERS

Our condolences to the family and friends of the following departed members (compiled from the April 1996 database):

Howard Adams .................................. Grass Valley, CA 04/01/96
Charles Alvis ................................. Sacramento, CA 04/09/96
Ray Allen ...................................... El Centro, CA 04/10/96
Henry Baker ................................... Orland, CA 04/06/96
Harvey Barger ................................ Calistoga, CA 04/06/96
Tom Butler .................................... Fresno, CA 04/06/96
Clayton Casm ................................ Pollock Pines, CA 04/07/96
M. Coleman .................................... Concord, CA
Louis Cozta .................................. Concord, CA 02/01/96
J. Parker ...................................... San Mateo, CA 04/02/96
John Grasel .................................... Anacortes, WA 04/02/96
Glen Hardwick ...................... .......... St. George, UT 04/03/96
Theresa Heath ............................... Fresno, CA 03/07/96
Adrian Hankins .............................. Silverton, WA 04/07/96
Lloyd Henshaw ............................... Redwood City, CA 04/07/96
Roy Jones ..................................... Nampa, CA 04/07/96
Beryl Mascoe ................................ Sacramento, CA 04/07/96
Hal Memnoch .................................. Solano, CA 04/07/96
Ray Miller ..................................... Tustin, CA 04/07/96
Vincent Mercier, Jr. ......................... Elko, NV 04/07/96
Nephi Montilla ............................... West Jordan, UT 04/07/96
Paul Pfeifer .................................. Midfield, CA 04/07/96
William Shedd ................................ Kauai, HI 04/27/96
Gordon Strain .................................. Los Angeles, CA 04/07/96
Frank Swirz ................................. Concord, CA 04/09/96
John Teter ..................................... Bakersfield, CA 04/19/96
Wendell White .................................. Rodeo, CA 04/20/96
J. Williams ..................................... Marysville, CA 04/26/96

Deceased Dependents

Lillian Robins (Wife of Bruce Robins) 04/05/96
Rohanne Rood (Wife of John Rood) 04/15/96
Marie Hartwell (Wife of John Hartwell) 04/25/96
Josephine Kanematsu (Wife of John Kanematsu) 04/26/96
Sara Morris (Wife of John Morris) 04/26/96
Eliza Nakagawa (Wife of Susumu Nakagawa) 04/27/96
Rita Nelson (Wife of Kenneth Nelson) 04/27/96
Margaretta Reif (Wife of Ernest Reif) 04/27/96
Rodriguez, Anna (Wife of Henry Rodriguez) 04/30/96
Yasueko Tarui (Wife of Irie Yacapin) 05/01/96

Notice:

To: THE OPERATORS OF DIESEL ENGINE EQUIPMENT
Re: California Proposition 65 Warning

Proposition 65, a California law, requires warning about exposures to chemicals, including the following constituents of diesel engine exhaust, which are listed under Proposition 65.

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FOR SALE: Motohome. Excellent condition, 24' x 10', trailer hitch. In Bakersfield, CA. (562) 242-7257. $10,000. Call, fax, email, or write.

FOR SALE: ‘92 Honda Element Sport Utility Vehicle. All wheel drive, low miles, very good condition. (559) 292-2424.

FOR SALE: Motorhome. 24’x 8’x 10’. Excellent condition, loaded. All push button inside, tinted windows, back up Cameray, 3 awnings, slide outs. Price $25,000. 415-692-4937.


FOR SALE: Motor home. 22’x 8’. Excellent condition, loaded. All push button inside, tinted windows, back up Cameray, 3 awnings, slide outs. Price $25,000. 415-692-4937.

FOR SALE: 1995 Safari 5th wheel sleeps 4. 31’ long, 8’ wide. Aluminized under body, come with all accessories. $5,000. (510) 285-6685.

FOR SALE: 10x20 ft. open deck utility trailer. Can be purchased separately for $400 or both for $105,000. (707) 995-7031.

FOR SALE: 1996 10’x 12’ Pole Barn. With living quarters. $35,000. Call for details. (510) 303-2318.

FOR SALE: 1966 Mustang. 289 V8, vinyl top, Pony int, all orig. $10,000. For more details call (510) 685-2763. #2062743

FOR SALE: 1969 UncoIn Continental. 460 cu eng w/116% all push button inside, tinted windows, back up Cameray, 3 awnings, slide outs. Price $25,000. 415-692-4937.

FOR SALE: 1984 Ford Establishment 24-ft, 460 OBO (919) 338-5836. #2062743

FOR SALE: 1975 Oldsmobile Calif Cutlass. 2-dr, hardtop, 115K miles, AC, PS, PB, good cond. $2,750. (916) 675-1433 #1774540

FOR SALE: ‘93 Four Winds 5th wheel. Central airheat, micro, elded deck, 2 storage shed, $27,000. (916)675-1433 #1178350

FOR SALE: ‘94 Ford F150 4x4, 185K miles. New tires and brake Inings deluxe steering wheel, AT, PS, good cond. $4,000. (510) 685-2763.


FOR SALE: Walker River Resort campership with coast to coast membership. Over 200 beautiful first class private campsites across USA, Canada, Mexico. $1-$4 per camping night. Home Park River Hmel, NV. Fish, swim, clubhouse, bbq. (510) 685-2763.

FOR SALE: Skandy models. One 1” set; one 0 to 4”; one set of 1” and 4”; one set of 1” and 11/2”. Prices vary. Call for reasonable price. (415) 692-4937.

FOR SALE: Mechanic’s tools/auto parts. Lg truck dual dolly, air compressor, road runner tandem trailer. $8,900. (209) 896-2763.

FOR SALE: Reducer! In 5-star hotel, studio room sleeps up to 4. One floating bed, 400 sheets, all white linen, kitchenette, full bath, TV, call for details. (510) 675-1433.


FOR SALE: 1977 Kountry Air 5th Wheel. 32 foot $6,000. (916) 675-1433 #1913417

FOR SALE: Mobilehome. 54’- Spacious Park in Concord, CA. 1-2 bed, 1 bath, low miles, well maintained, very good condition. $40,500. #2220451. All ad has been sold. Business related offerings are not eligible for inclusion in Swap Shop.

FOR SALE: ‘93 Four Winds 5th wheel. Central airheat, micro, elded deck, 2 storage shed, $27,000. (916)675-1433 #1178350

FOR SALE: ‘78 Corvelle $6,000. Also: ‘85 22 foot electric motor, 800 hours, good cond. $3,000. (209) 847-5346. #1427996

FOR SALE: ‘93 Subaru 900X. 4x4, manual trans. 5-speed, AC, PS, PB, CD stereo, tinted windows, rear spoiler, sunroof, alloys, leather seats. $3,000. (510) 675-1433.

FOR SALE: 1975 Toyota Corolla. Like new, 3K mi, 5-speed, 2-door AC, AM/FM cassette stereo, gmy/silver, 37K looks! $10,500 OBO. (707) 987-9377. #2251841

FOR SALE: 1975 Tioga motorhome. 22-it, new motor, new generator, new brakes, new tires. $6,900 OBO. (510) 685-2763. #1870367

FOR SALE: 1994 Toyota tnick. Like new, 3K mi, 5-sp, 2x4 AC, AM/FM cassette w/4 splus, utility box $4,200. Glenn (415) 692-4937. OR FAX ADS TO: SwapShop (510) 748-7471


FOR SALE: 1977 Ford Diesel. 3 bed trailer rig. 200+ on mega ring, one power sharing line. Drive Expedite. #1983740, (510) 852-0243 or (916) 393-1717. Take all reasonable offer. (516) 685-2763.

FOR SALE: 77 KVH convertible. Completely rebuilt, runs great, 16K miles, all new parts, $7,500. (510) 675-1433 #1072489

FOR SALE: 1980 Saab 99GLI. Four-cyl, manual trans. PB, PS, cabs, ceramic tile, bay window, Jenn Air appl, monitor heat. 2-cal of their son, lan McKay. "Li’llan" weighed 10 lbs. and was born on his mothers birthday - Happy Birthday

FOR SALE: 1969 Lincoln Continental. 460 cu eng w/116% all push button inside, tinted windows, back up Cameray, 3 awnings, slide outs. Price $25,000. 415-692-4937.

FOR SALE: 1970 Volkswagen Thing. 12’x 6’. Runs great, regular oil changes, new tires, (17) 6 cyl, 3. 900 mi. $1,000. (510) 675-1433 #1717845

FOR SALE: 1979 Sun Runner boat. 24-ft, 350 Chevy, OMC, 2100 hours, New lower and upper end: $800. (510) 672-5117.

FOR SALE: ‘78 Chevrolet Canoe. 23-4’th wheel. Excellent condition. In5-star hotel, studio room sleeps up to 4. Over 200 beautiful first class private campsites across USA, Canada, Mexico. $1-$4 per camping night. Home Park River Hmel, NV. Fish, swim, clubhouse, bbq. (510) 685-2763.

FOR SALE: 25’ sailboat. In very good condition. $7,000. Possible delivery. (541)759-4336. #1022304

FOR SALE: ‘70s Canyon air/water in Tentrees, northern CA. On 3 acres under irrigation. Bike 2 1/2 miles away. $125+ per month. For more info call (510) 493-3937, fax (510) 493-4832. #0643218

FOR SALE: 1976 Mercedes 450 SL, 150K miles. $1,500. (541) 759-4336. #1022304

FOR SALE: Walker River Resort campership with coast to coast membership. Over 200 beautiful first class private campsites across USA, Canada, Mexico. $1-$4 per camping night. Home Park River Hmel, NV. Fish, swim, clubhouse, bbq. (510) 685-2763.


FOR SALE: Mechanic’s tools/auto parts. Lg truck dual dolly, air compressor, road runner tandem trailer. $8,900. (209) 896-2763.

FOR SALE: Starrett mil[c/es. One 1” set; one 0 to 4”; one set of 1” and 4”; one set of 1” and 11/2”. Prices vary. Call for reasonable price. (415) 692-4937.
READY FOR WORK...
New OE3 T-Shirts!

Order your new Local 3 T-shirts now! Available in black or white, in sizes L, XL, or XXL.

Fill out the order form below and send to:
Operating Engineers Local 3 / Attn: S.E.L.E.C.
1620 S. Loop Rd., Alameda, CA 94502

No phone in orders please!

“READY FOR WORK” T-SHIRT ORDER FORM

Name ____________________________
Address ___________________________
City _____________________________
State/Zip ___________________________
Phone ____________________________

COLOR | L | XL | XXL
--- | --- | --- | ---
Black
White

Subtotal ($12 ea.) _______________________
Shipping/Handling $3.00

Total Due ___________________________

Make checks payable to: S.E.L.E.C.
Complete form and send to: Operating Engineers Local 3 S.E.L.E.C.
1620 S. Loop Rd., Alameda, CA 94502

1996 District Picnic Schedule

Oahu-Hawaii District
- Saturday, June 15
- Info: (808) 845-7871

Sacramento District
- Saturday, June 22
- 11 a.m. to 5 p.m.
- Folsom City Park
- Menu: tri-tip, hot dogs, salad, beans, drinks
- Live music, free parking
- $7.50 per person, $5.00 for children under 15
- Raffle
- Info: (916) 505-6170

Redding District
- Saturday, June 29
- Anderson River Park, Anderson, CA
- Info: (916) 222-5099

Reno District
- Saturday, July 10
- Deer Park, Sparks, NV
- Retirees meet 11:00 a.m.
- Menu: steak, hot dogs, salad, beans, garlic bread, ice cream, soft drinks
- Music, raffle
- $7.50 each, $15 per family, retirees free

S.F. District
- Saturday, Aug. 10
- Junipero Serra Park, San Bruno
- Menu: steak, chicken, hot dogs for kids
- Tickets $12.50
- Adults $12.50
- Retirees $10.00
- Info: (415) 468-6107

Utah District
- Saturday, Aug. 24
- Murray Park, Pavilion No. 5, 495 E. 5300 South, Murray, UT
- Retirees served at 11:00 a.m.
- $5 per person, $10 per family

Reno District: Adults $12.50
- Folsom City Park
- Saturday, July 20
- Menu: steak, hot dogs, salad, beans, garlic bread, ice cream, soft drinks
- Music, raffle
- $7.50 each, $15 per family, retirees free

Utah District: Retirees meet 11:00 a.m.
- Info: (808) 845-6438

Kauai Picnic

**DATE CHANGE**
Kauai Picnic has been changed from July 7, 1996 to July 21, 1996. For more info call the district office (808) 845-6438

Oakland District
- Monday, Sept. 2 (Labor Day)
- Alameda County Fairgrounds
- More details to follow

$12.00